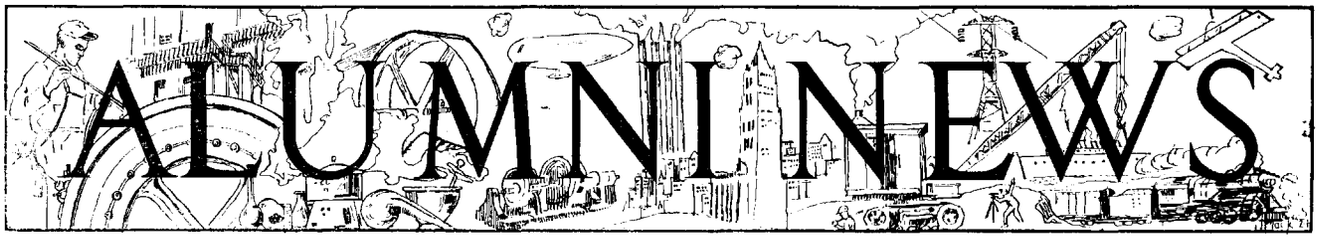

CERAMICS

Raymond B. Gillmore, '18, has recently resigned from the employ of the United States Bureau of Mines, to accept a position in the Research Department of the Carborundum Company of Niagara Falls, N. Y.

Louis Schmunk, '23, who was formerly with the Pittsburg American China Company of Greensburg, Pa., has accepted a position with the Standard Sanitary Company, Tiffin, Ohio.

R. S. Kane, '22, is now with the Harrop Tunnel Kiln Organization at Columbus, Ohio.

Edward Waugh, '17, is Assistant General Manager of the Superior Brick Company of Cleveland, Ohio.

A. B. DeVol, after graduating in June, 1924, will be with the Zanesville Stoneware Company, Zanesville, Ohio. Nelson W. Melick, also of this year's class, has accepted a position with the Nelson McCoy Potteries of Roseville, Ohio.

CIVIL ENGINEERING

A. D. Bailey, '14, is Division Engineer for the Akron, Canton and Youngstown Railroad, and is located at Akron, Ohio.

M. K. Bowman, '10, is engaged with the Franklin County Sanitary District, of which E. G. Bradbury is Chief Engineer. Mr. Bowman has headquarters at 406½ South High Street, Columbus, Ohio.

H. F. Catner, '23, who recently completed the construction of a 1200-foot railway bridge across the Wabash in Illinois, has resigned from the employ of the Big Four Railroad and has accepted a position with the New York Central. His address is 326 Spitzer Building, Toledo, Ohio.

E. G. Rich, '19, recently visited the campus as a bidder for supplying the re-inforced steel in the new Medical Building. Mr. Rich represents the Bourne-Fuller Company of Cincinnati, Ohio.

CIVIL

J. W. Wilson has transferred from the Illinois Highway Department to the Ohio State Highway Department and may be addressed at 97 West Franklin Street, Nelsonville, Ohio.

V. E. Schuler, '20, has charge of some work which is being done on the Columbus water lanes in the vicinity of King Avenue, Columbus, Ohio. His address is 2675 Hibbert Avenue.

Frank E. Green, '23, is with the Ohio Inspection Bureau and has an office in the Plain Dealer Building at Cleveland, Ohio.

Edmond Mesloh, '23, who is in the employ of the Foundation Company of America, is engaged on the Philo power plant, nine miles south of Zanesville, Ohio. A description of the plant was contained in the March issue of this magazine.

Y. C. Chu, '23, may be addressed at 541 West 124th Street, New York City.

James O. Thomas, '97, is the organizer of the Thomas Surveying Company, which has headquarters at 209 South High Street, Columbus, Ohio. The company is engaged in general civil engineering service. Mr. Thomas resides at 1964 Bedford Road.

Harold P. Chapman, ex-'20, who is engaged with the Ohio State Highway Department, is working on the plans for a bridge to be built at Cambridge, Ohio.

C. J. Setzer, '20, was recently promoted to head of the Sprinkler Department of the Ohio Inspection Bureau, and his headquarters are located in the Hartman Building at Columbus. Mr. Setzer was previously engaged in the Cincinnati office.

R. V. McKinney, '21, is engaged with the Ohio Inspection Bureau.

C. L. Terzopoluous, '20, is draftsman and designer with the City Waterworks Extension of Columbus, Ohio, with headquarters at 90 South Front Street.

Charles Jensen, '20, is also employed with the Columbus City Waterworks Extension.

W. W. Armstrong, '20, is County Surveyor at Cadiz, Ohio, and recently visited the campus in search of help. Mr. Armstrong reports a heavy program of road construction for next summer.

CHEMICAL

W. I. Burt, '17, is now with the Bristol Recording Instrument Company at Maple Grove, Ohio.

ELECTRICAL

Following are the positions of some of the men who will graduate this June:

Paul G. Edwards, Ellis Neeve and H. S. Winbigler, A. T. & T. Co., New York City; O. A. Keep, General Electric Company, Schenectady, N. Y.; H. T. Miller, O. B. T. Co., Cleveland, O.; P. Rush, assistant in the Department of Electrical Engineering at this University; Harold Wasson and J. S. Roscoe, Lincoln Electric Company, Cleveland, O.

J. M. Helpbringer, '11, is now General Superintendent of the Staten Island Edison Corporation, of Staten Island, New York.

C. D. Creamer, '22, has been engaged as an instructor in the Michigan State Auto School, Detroit, Michigan.

J. C. Steffan, '22, is a real estate agent at Columbus, Ohio.

L. D. Barley, '22, has employment for the Hobart Bros. Co., at Troy, Ohio.

C. J. Green, '23, is now located with the Chicago, Milwaukee and St. Paul Railroad.

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ALUMNI NEWS

(Continued from Page 22)

MECHANICAL

Mr. C. W. Ripsch is with the Buckeye Portable Tool Company at Dayton, Ohio.

Mr. O. J. Stallkamp, '22, is with the Milwaukee Electric Railway and Light Co., Public Service Building, Milwaukee, Wis. He is interested in securing the services of men for their course for Junior Engineers who are interested in Public Utility work. He states that the Lakeside Power plant is the largest central station using pulverized coal exclusively.

Mr. Lyman A. Markel, '21, is with the Pan-American Petroleum Company, engaged in the designing and construction of service stations, and is living at 115½ North Union Avenue, Los Angeles, California.

Mr. Edgar W. Barnhart, '23, reports that he enjoyed his European trip this summer and that he returned about Thanksgiving time. Since New Year's he has been in the Engineering Department of the Osgood Company, manufacturers of steam shovels, at Marion, Ohio. He is living at 503 Vernon Heights Boulevard.

Mr. Falor E. Smyser, B. M. E., 1918, is with the Ottawa Paper Company, Matzinger Road and Terminal Railroad, Toledo, Ohio, and is engaged in the making of corrugated paper shipping cases.

MINING AND METALLURGICAL

H. B. Kinnear recently accepted a position with the American Rolling Mills Company and is located at Middletown, Ohio.

Albert Seabright, '20, who is a consulting mining engineer with Professor F. A. Ray of Columbus, recently had charge of the office of the Department of Mining Engineering at the University, during a several weeks' absence of Professor Nold.

Howard Wilkinson, '17, has been working with a low temperature carbonization gas process at Washington, Pa. Mr. Wilkinson was a recent visitor on the campus.

The United States scout cruiser *Raleigh*, built by the Bethlehem Shipbuilding Corporation at Quincy, is the most modern vessel of her type afloat. In her trials she excelled her sister ship, the *Detroit*, which was delivered to the Navy a short time ago.

The *Raleigh* is 550 feet in length with a breadth of 55 feet and a displacement of 7,200 tons. She carries twelve 6-inch rapid fire guns of the very latest model, four 3-inch anti-aircraft guns, capable of firing into the air at any angle up to 90 degrees. She also carries ten torpedo tubes and 200 mines which can be launched in a very few minutes. This vessel is fitted to carry airplanes which can be launched from a revolving catapult while running either with or against the wind. She is also equipped with high power radio apparatus, wireless telephone, submarine signalling and electric steering gear; she also has a fully equipped hospital, laundry, workshops, etc.

The propeller machinery developed 100,000 shaft horse power on her trial which is sufficient to drive the vessel at a speed of forty-one statute miles per hour. The main propelling machinery consists of twelve oil-fired watertube express type boilers operated under ofreed draft and three being placed in each of the four watertight compartments. There are two watertight engine room compartments located amidships in which are located the main Curtis type marine turbines, which operate at a speed of 2,500 r. p. m., which is reduced through reduction gears on each of the four propeller shafts to a speed of 400 r. p. m.

Steam is generated at a rate of 1,005,000 pounds per hour with a pressure of 265 pounds per square inch. The four main condensers require 70,000,000 pounds of sea water per hour to condense the exhaust steam from the turbines. At full speed the boilers will consume about 100,000 pounds of oil per hour.—*Marine Engineering.*

A Frenchman by the name of L. P. Basset has invented a process for making steel directly from iron ore. The process consists in subjecting the ore mixed with the amount of carbon necessary for its reduction and with aporppriate fluxes to the action of a flame obtained by the combustion of powdered coal. This method is said to effect a great saving in the quantity of powdered coal used.—*Iron Age.*

A number of developments in the use of zinc chloride as a wood preservative have been brought to light during the past year. F. S. Pooler of the C. M. & St. P. R.R. has made the positive statement that zinc chloride treated ties have been in actual service for 20 years, and on inspection looked as if they were laid yesterday. The study of solution temperatures which have been made during the past may be another index to progress in getting better service from zinc chloride. Last but not least, the possibility of adding petroleum to zinc chloride may be still a further step in extending the life of zinc chloride treated ties. No one who looked at the ties in the Santa Fe and Southern Pacific tracks could help but be impressed with the remarkable appearance of the zinc chloride ties treated with petroleum subsequently.—*Railway Engineer.*

The extent to which concrete work may be carried on in cold weather if adequate protective measures are provided is shown in the construction of the Keenan Hotel in Minneapolis, in which fourteen stories were poured during the winter months. The average time per story was less than one week. Instead of the materials being exposed to cold weather and then heated just before use, they were kept in an enclosed building at the rear of the one under construction. This materials building was kept at the same temperature as that in the portion of the building under construction, which was 50 degrees F. As concreting materials were needed they were conveyed in proper amounts from the store room and dumped into the mixer. Heating was accomplished by means of salamanders which burned coke. One salamander was provided for every 750 square feet of floor space or for 6,750 cubic feet of concrete.—*Engineering News-Record.*

In the early days in the West, buffalo chips, cobs, hay, corn and other materials were burned instead of coal; but these things hardly ranked as fuel "equal to anthracite." The latter claim, however, is made for pressed sawdust briquettes, now being manufactured in the state of Washington. It is announced that tests show this "wooden coal" to be 97 per cent carbon, 2 per cent volatile matter and 1 per cent ash. It can be briquetted for $6.00 per ton, according to those interested. The enterprise would depend upon the great waste piles of sawmill refuse for its raw material.—*Coal Age.*

For several years the Chamber of Commerce kept before the city of Akron the necessity of an ordinance that would prohibit dense smoke from the many factories and office buildings. In June, 1921, they succeeded in having the city council pass such an ordinance. In order to enforce this bill a chief inspector and a city smoke commission, consisting of five practical engineers was appointed. Data was secured from every city in the world where efforts were being made to eliminate smoke. At first there was a great deal of opposition by small manufacturers and apartment house owners who said that the city was trying to drive out all of the industries and prevent new ones from coming in. However, Akron is now a smokeless city. The city smoke commission visited all the bad smokers, and made a complete survey of conditions. This matter was gone over carefully and such recommendations as the department seemed necessary were made. In every case these recommendations have been carried out and a considerable saving in fuel has resulted.—*Power.*